

MOSES WARNS CITY ON EXPRESSWAY

**Tells Estimate Board That
U. S. and State Bar New
Delay on Canal St. Road**

ASKS ACTION TOMORROW

**Highway Coordinator Cites
Costly Losses in Aid if
Project Is Shelved**

By JOSEPH C. INGRAHAM

Unless the Board of Estimate approves the \$88,000,000 Lower Manhattan Expressway at its meeting tomorrow, the project probably will be abandoned, Robert Moses warned yesterday.

In a letter to Mayor Wagner and the other members of the board, Mr. Moses said he had been notified by Federal and state highway officials that the city had had more than enough time to act and that they would not tolerate further delay.

In addition to dropping the crosstown elevated highway from the interstate highway program, under which the Federal Government pays 90 per cent of the cost and the state 10 per cent, the officials indicated that the bulk of the funds earmarked for the so-called Canal Street expressway would be shifted to other projects, mainly outside the city.

Adds His Own Views

Mr. Moses commented as the Mayor's representative in coordinating the Federal-state-city arterial program. He coupled it with some views of his own on the principal stumbling block to city approval—fear that relocating tenants in the path of the highway would have political repercussions.

In reviewing the stormy path of the project since it was approved by the City Planning Commission six months ago, Mr. Moses noted that the Board of Estimate had put off action four times.

The lag in approving the Expressway stems from a demand by Acting Manhattan Borough President Louis A. Gioffi for a survey on relocating the 2,000 families who would be uprooted from the artery's congested route. Two months ago the board ordered the study, which is to cost \$14,000. It probably will not be completed until after Election Day, Mr. Moses noted, although it was originally scheduled for completion next month.

Dropping the proposed crosstown expressway now with the possibility of reviving it at some uncertain future date would be costly to the city and would break faith with some business men and with Federal and state officials, Mr. Moses said.

Million in Contract Let

The state already has awarded final design contracts for which more than \$1,000,000 has been committed.

If the project is dropped, the city will have to pay \$1,600,000 for foundation work for the Chrystie Street subway, now under construction. The Federal Government has agreed to pay for the work as part of the expressway construction.

The city also has under way plans for expanding and rehabilitating the Manhattan Bridge. These also were to be charged against the expressway cost.

If the board approves the expressway, which would link the Holland Tunnel and the West Side (Miller) Highway with the Manhattan and Williamsburg Bridges, the time schedule for demolition and construction still would be under city control, Mr. Moses noted.

He said that in the first year only 103 families would have to be resettled and in the second year 269, fewer dislocations than for a school site.

The New York Times

Published: August 24, 1960

Copyright © The New York Times